Repair design data developed by U.S. organisations/persons for use on EU-registered aircraft and related articles	
Origin and Nature	***EASA Approval Status***
ALL REPAIR DESIGN DATA FOR US STATE OF DESIGN PRODUCTS, from: a. TC Holder, for their own products b. STC Holder, for their own STCs c. Suppliers to TC and STC Holders, developing data under TC or STC Holder's systems	APPROVED by ED Decision 2004/04/CF. The Decision represents an approval in itself for each individual case it describes. Reference to this approval shall be made in the release documents.
REPAIR DESIGN DATA FOR US STATE OF DESIGN PRODUCTS[1] - MINOR FAA, from: d. Other than a, b, c above when determined to be acceptable data for use as minor repair data and released by a FAR 145 organisation located outside the EU[2].	APPROVED by ED Decision 2004/04/CF. The Decision represents an approval in itself for each individual case it describes. Reference to this approval shall be made in the release documents.
REPAIR DESIGN DATA FOR US STATE OF DESIGN PRODUCTS[1] - **MAJOR FAA**, from: e. Other than a, b, c above	EASA approval required. See **process 1**, below.
ALL REPAIR DESIGN DATA FOR NON-U.S. STATE OF DESIGN PRODUCTS, from: f. Any US organisation/person, except suppliers to EU TC or STC Holders, developing data under EU TC or STC Holder's systems	EASA approval required. See **process 2**, below.
ALL REPAIR DESIGN DATA FOR EU STATE OF DESIGN PRODUCTS, from: g. US suppliers to EU TC or STC Holders, developing data under EU TC or STC Holder's systems	Approvals granted through TC or STC Holders' DOA, under EASA Regulations (Part 21)

1 Including CFM International engines, except for repairs on critical parts

2 These repair data are not considered stand alone design approvals for use on other EU-registered aircraft. An EU company cannot declare that acceptable data under 14CFR 43 may be used on an EU-registered aircraft. Such data must be approved by EASA or under an EASA DOA for use by a maintenance organisation located in Europe.

EASA approval processes[3]	
Process 1 *(Major FAA repair design data on US State of Design products, not approved by ED Decision 2004/04/CF)*	***Process 2*** *(ALL US repair design data for non-US. State of Design Products not approved under EU TC or STC Holders' DOA systems)*
1. Submitted to EASA with EASA Form 31, including evidence of FAA approval and all other data required. The evidence of FAA approval shall be an ACO letter or evidence of a designee approval (e.g., DER signed FAA form 8110-3 or DOA-approved 8100-9.) For a multidiscipline repair, the 8110-3/8100-9 should have the following statement in the "Purpose of Data" block (Reference FAA Order 8110.37C Paragraph 611g): "This form does constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration/repair". If such evidence is not available, EASA may conduct a full certification of the repair data (see process 2).	1. Application to EASA with: - EASA Form 31 [MAJOR EASA] - EASA Form 32 [MINOR EASA] including all data required to be submitted with the form (see details in the form)
2. EASA verification[4] that the data have been approved under FAA system in accordance with the appropriate procedures, defined in any existing bilateral agreement between US and EU countries[5]. Data without evidence of appropriate FAA approval will be rejected by EASA.	2. EASA assessment in accordance with Part 21, Subpart M. **Note:** The demonstration of capability required for the approval of major repair design is established: 1- either by the approval of the repair design under FAA's system, in accordance with Commission Regulation 1702/2003, article 3.2[6] 2- or, in the absence of an FAA approval of the major repair design, by a DOA or Alternative procedures to DOA to be issued by EASA in accordance with Part 21

[3] These processes are subject to the EU Regulation 488/2005 (Fees & Charges Regulation)

[4] Verification has for its objective to check the substantiating information of an FAA approval but not to conduct additional certification/validation.

[5] The Agency is bound by any such agreement notwithstanding an aircraft's registration.

[6] EASA is accepting the US regulatory system as equivalent to the concept of demonstration of capability required from EU design organizations. However, DOA applications from US companies could be accepted, when considered appropriate.

3. EASA approval statement sent to the applicant.	3. EASA approval statement sent to the applicant.